

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Cancelled)
2. (Currently Amended) An automotive lane deviation prevention apparatus comprising:
braking force actuators that adjust braking forces applied to respective road wheels;
sensors that detect a driving state of a host vehicle and a traveling-path condition
where the host vehicle is traveling; and
a control unit being configured to be electronically connected to the braking force
actuators and the sensors, for controlling the braking force actuators in response to signals
from the sensors for lane deviation avoidance purposes; the control unit comprising:
 - (a) a lane-deviation tendency detection section that determines whether the
host vehicle has a tendency to deviate from a driving lane;
 - (b) a lane-deviation-avoidance (LDA) controlled variable setting section that
sets a yaw-moment-control LDA controlled variable used to avoid the host vehicle's lane
deviation by way of yaw moment control and a deceleration-control LDA controlled variable
used to avoid the host vehicle's lane deviation by way of vehicle deceleration control, based
on at least one of the host vehicle's driving state and the traveling-path condition in a
presence of the host vehicle's lane-deviation tendency;
 - (c) a desired yaw moment calculation section that calculates a desired yaw
moment based on the yaw-moment-control LDA controlled variable so that a yaw moment is
produced in a direction in which the host vehicle's lane-deviation tendency is avoided;
 - (d) a deceleration-control controlled variable calculation section that calculates
a controlled variable for the vehicle deceleration control based on the deceleration-control
LDA controlled variable; and
 - (e) a control section that controls the braking force of each of the road wheels
based on the desired yaw moment and the controlled variable for the vehicle deceleration
control,

wherein the LDA controlled variable setting section sets both of the yaw-moment-control LDA controlled variable and the deceleration-control LDA controlled variable, based on a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane.

3. (Cancelled)

4. (Currently Amended) The automotive lane deviation prevention apparatus as claimed in claim 2, further comprising:

a future lane-deviation estimate calculation section that calculates a future lane-deviation estimate as a difference between an absolute value of a lateral-displacement estimate and a predetermined lateral-displacement criterion, the lateral-displacement estimate being determined based on at least a host vehicle's lateral deviation corresponding to a position of the host vehicle relative to a central axis of the driving lane; ~~and,~~

wherein the LDA controlled variable setting section limits the yaw-moment-control LDA controlled variable based on at least one of the host vehicle's driving state and the traveling-path condition, by preferentially allotting the future lane-deviation estimate to the yaw-moment-control LDA controlled variable and by allotting ~~the a~~ remainder of the future lane-deviation estimate to the deceleration-control LDA controlled variable.

5. (Original) The automotive lane deviation prevention apparatus as claimed in claim 2, wherein:

the LDA controlled variable setting section sets the yaw-moment-control LDA controlled variable based on at least one of a curvature of the driving lane and a host vehicle's lateral deviation corresponding to a position of the host vehicle relative to a central axis of the driving lane, and sets the deceleration-control LDA controlled variable based on a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane.

6. (Currently Amended) The automotive lane deviation prevention apparatus as claimed in claim 5, wherein:

the LDA controlled variable setting section comprises a yaw-moment-control initiation threshold value setting portion that sets a yaw-moment-control initiation threshold value based on the curvature of the driving lane and a deceleration-control initiation threshold value setting portion that sets a deceleration-control initiation threshold value based on the host vehicle's yaw angle corresponding to the orientation of the host vehicle with respect to the direction of the host vehicle's driving lane; and

the LDA controlled variable setting section determines the desired yaw moment based on the yaw-moment-control LDA controlled variable and the yaw-moment-control initiation threshold value, and determines the controlled variable for the vehicle deceleration control based on the deceleration-control LDA controlled variable and the deceleration-control initiation threshold value.

7. (Original) The automotive lane deviation prevention apparatus as claimed in claim 4, wherein:

the lateral-displacement estimate is arithmetically calculated from the following expression

$$XS = Tt \times V \times (\phi + Tt \times V \times \beta) + X$$

where Tt is a headway time between the host vehicle and a preceding vehicle both driving in the same sense and in the same lane, V is a host vehicle speed, ϕ is a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane, β is a curvature of the host vehicle's driving lane, and X is the host vehicle's lateral deviation corresponding to the position of the host vehicle relative to the central axis of the driving lane.

8. (Currently Amended) The automotive lane deviation prevention apparatus as claimed in claim 2, wherein:

the desired yaw moment for the yaw moment control is arithmetically calculated from the following expression

$$Ms = -Kv1 \times Ks \times Xm$$

where K_{v1} is a proportional gain that is determined by specifications of the host vehicle, K_s is a proportional gain that is determined by a host vehicle speed, and X_m is the yaw-moment-control LDA controlled variable, and

the controlled variable for the vehicle deceleration control is arithmetically calculated from the following expression

$$P_g = K_{v2} \times K_s \times |X_d|$$

where K_{v2} is a proportional gain that is determined by specifications of the host vehicle, K_s is the proportional gain that is determined by the host vehicle speed, and X_d is the deceleration-control LDA controlled variable.

9. (Currently Amended) The automotive lane deviation prevention apparatus as claimed in claim 6, wherein:

the yaw-moment-control LDA controlled variable is arithmetically calculated from the following expression

$$X_m = T_t \times V \times (T_t \times V \times \beta) + X$$

~~Where~~ where T_t is a headway time between the host vehicle and a preceding vehicle both driving in the same sense and in the same lane, V is a host vehicle speed, β is the curvature of the host vehicle's driving lane, and X is the host vehicle's lateral deviation corresponding to the position of the host vehicle relative to the central axis of the driving lane, and

the deceleration-control LDA controlled variable is arithmetically calculated from the following expression

$$X_d = T_t \times V \times \phi$$

~~Where~~ where T_t is the headway time between the host vehicle and the preceding vehicle both driving in the same sense and in the same lane, V is the host vehicle speed, and ϕ is the host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane, and

the desired yaw moment for the yaw moment control is arithmetically calculated from the following expression

$$M_s = -K_1 \times K_2 \times (X_m - X_{cm})$$

where K1 is a proportional gain that is determined by specifications of the host vehicle, K2 is a proportional gain that is determined by the host vehicle speed, X_m is the yaw-moment-control LDA controlled variable, and X_{cm} is the yaw-moment-control initiation threshold value, and

the controlled variable for the vehicle deceleration control is arithmetically calculated from the following expression

$$P_g = K_{v2} \times K_s \times |X_d - X_{cd}|$$

where K_{v2} is a proportional gain that is determined by specifications of the host vehicle, K_s is the proportional gain that is determined by the host vehicle speed, X_d is the deceleration-control LDA controlled variable, and X_{cd} is the deceleration-control initiation threshold value.

10. (Currently Amended) A method of preventing lane deviation of a host vehicle equipped with braking force actuators that adjust braking forces applied to respective road wheels and sensors that detect a driving state of the host vehicle and a traveling-path condition where the host vehicle is traveling, the method comprising:

setting a yaw-moment-control lane-deviation-avoidance (LDA) controlled variable used to avoid the host vehicle's lane deviation by way of yaw moment control and a deceleration-control LDA controlled variable used to avoid the host vehicle's lane deviation by way of vehicle deceleration control, based on at least one of the host vehicle's driving state and the traveling-path condition, when the host vehicle has a tendency to deviate from a driving lane; **and**

controlling the braking force of each of the road wheels based on the yaw-moment-control LDA controlled variable and the deceleration-control LDA controlled variable;

calculating a yaw-moment-control initiation threshold value based on a curvature of the driving lane;

calculating a deceleration-control initiation threshold value based on a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane;

calculating a desired yaw moment based on the yaw-moment-control LDA controlled variable and the yaw-moment-control initiation threshold value so that a yaw moment is produced in a direction in which the host vehicle's lane-deviation tendency is avoided;

calculating a controlled variable for the vehicle deceleration control based on the deceleration-control LDA controlled variable and the deceleration-control initiation threshold value; and

controlling the braking force of each of the road wheels based on the desired yaw moment and the controlled variable for the vehicle deceleration control.

11. (Cancelled)

12. (Cancelled)

13. (Cancelled)

14. (New) An automotive lane deviation prevention apparatus comprising:

a braking force adjusting means for adjusting braking forces applied to respective road wheels;

a sensor means for detecting a driving state of a host vehicle and a traveling-path condition where the host vehicle is traveling; and

a control unit being configured to be electronically connected to the braking force adjusting ~~mean-means~~ and the sensor means, for controlling the braking force adjusting means in response to signals from the sensor means for lane deviation avoidance purposes; the control unit comprising:

(a) a lane-deviation tendency detection means for determining whether the host vehicle has a tendency to deviate from a driving lane;

(b) a lane-deviation-avoidance (LDA) controlled variable setting means for setting a yaw-moment-control LDA controlled variable used to avoid the host vehicle's lane deviation by way of yaw moment control and a deceleration-control LDA controlled variable used to avoid the host vehicle's lane deviation by way of vehicle deceleration control, based on at least one of the host vehicle's driving state and the traveling-path condition in a presence of the host vehicle's lane-deviation tendency;

(c) a desired yaw moment calculation means for calculating a desired yaw moment based on the yaw-moment-control LDA controlled variable so that a yaw moment is produced in a direction in which the host vehicle's lane-deviation tendency is avoided;

(d) a deceleration-control controlled variable calculation means for calculating a controlled variable for the vehicle deceleration control based on the deceleration-control LDA controlled variable; and

(e) a control means for controlling the braking force of each of the road wheels based on the desired yaw moment and the controlled variable for the vehicle deceleration control,

wherein the LDA controlled variable setting means sets both of the yaw-moment-control LDA controlled variable and the deceleration-control LDA controlled variable, based on a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane.

15. (New) A method of preventing lane deviation of a host vehicle equipped with braking force actuators that adjust braking forces applied to respective road wheels and sensors that detect a driving state of the host vehicle and a traveling-path condition where the host vehicle is traveling, the method comprising:

determining whether the host vehicle has a tendency to deviate from a driving lane;

setting a yaw-moment-control lane-deviation avoidance (LDA) controlled variable used to avoid the host vehicle's lane deviation by way of yaw moment control and a deceleration-control LDA controlled variable used to avoid the host vehicle's lane deviation

by way of vehicle deceleration control, based on at least one of the host vehicle's driving state and the traveling-path condition in presence of the host vehicle's lane-deviation tendency;

calculating a desired yaw moment based on the yaw-moment-control LDA controlled variable so that a yaw moment is produced in a direction in which the host vehicle's lane-deviation tendency is avoided;

calculating a controlled variable for the vehicle deceleration control based on the deceleration-control LDA controlled variable;

controlling the braking force of each of the road wheels based on the desired yaw moment and the controlled variable for the vehicle deceleration control; and

setting both of the yaw-moment-control LDA controlled variable and the deceleration-control LDA controlled variable, based on a host vehicle's yaw angle corresponding to an orientation of the host vehicle with respect to a direction of the host vehicle's driving lane.